

# United States Senate

WASHINGTON, DC 20510

May 8, 2018

Mrs. Mary T. Barra  
Chairman and CEO  
General Motors Company  
300 Renaissance Center  
Detroit, MI 48243

Dear Mrs. Barra:

The Trump administration is preparing regulatory changes to dramatically weaken the fuel economy and greenhouse gas emission standards for passenger vehicles. These proposed changes would not only lead to more pollutants in the air all Americans breathe, but also threaten to throw the automobile industry into disarray by causing years of litigation and investment uncertainty. We urge you to help avoid these negative consequences for public health and your industry by declaring your support for preserving the single national program of effective fuel economy and vehicle emission standards.

In 2012, shortly after the auto bailout, your company supported the national program of fuel economy and vehicle emission standards. This program was the product of extensive negotiation and collaboration between the federal government, auto manufacturers, California, and others. Two days after the 2016 election, however, the Alliance of Automobile Manufacturers wrote on your behalf to then-President-elect Trump arguing that the fuel economy and vehicle emission standards “pose a substantial challenge to the auto sector,”<sup>1</sup> and asked for regulatory changes. The administration is now preparing a regulatory proposal to unilaterally weaken the standards, and draft documents suggest they may even seek to freeze the standards at 2020 levels.<sup>2</sup>

If the Trump administration significantly departs from the 2012 agreement, it will end the single national program of fuel economy and vehicle emission standards that were supported by California, the federal government, and the auto manufacturers. In order to achieve its objective, we understand the administration may challenge California’s authority to set its own tailpipe emission standards under Section 209 of the *Clean Air Act*. As you know, this would provoke years of litigation and investment uncertainty for your industry.

The *Clean Air Act* contains no provision allowing for a Section 209 waiver to be revoked, and no administration has ever attempted to revoke a Section 209 waiver in its nearly fifty-year history. Furthermore, Congress made very clear when enacting the *Ten-*

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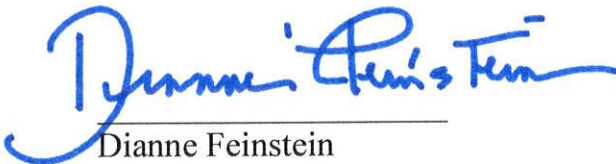
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*in-Ten Fuel Economy Act* that it was upholding, and not impeding, the independent authorities of the Environmental Protection Agency and California under the *Clean Air Act*. For these and other reasons, the State of California along with 16 other states and the District of Columbia have already filed suit challenging the administration's effort to roll back the existing emission standards, and would likely expand their legal efforts should the administration seek to impair their rights under Section 209.<sup>3</sup>

The only hope for maintaining the single national program of effective fuel economy and vehicle emission standards is to accept the validity of California's role in implementing vehicle emission standards and proceed with the sincere intention of maintaining consensus. Some of your colleagues have already spoken out. Ford Motor Company's executive chairman and CEO wrote recently that "we support increasing clean car standards through 2025 and are not asking for a rollback."<sup>4</sup> Honda's assistant vice president wrote last month in support of "maintaining the current standards that would raise the average fuel economy of the U.S. light-duty vehicle fleet to a projected 50.8 mpg by 2025...."<sup>5</sup> Both companies spoke about the need to maintain one national program in collaboration with California. We commend them.

The existing standards deliver fuel savings for your customers, provide cleaner air for all Americans to breathe, help combat the catastrophic effects of climate change, and offer investment certainty for your businesses. In light of all these facts, we ask you to urge the Trump administration to abandon its plan to unilaterally weaken these standards and instead work collaboratively with California to maintain a forward-looking set of national standards.

Sincerely,



Dianne Feinstein  
United States Senator



Kamala D. Harris  
United States Senator

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<sup>5</sup> <http://news.honda.com/newsandviews/article.aspx?id=10275-en>



# United States Senate

WASHINGTON, DC 20510

May 8, 2018

Mr. Sergio Marchionne  
Chairman and CEO  
Fiat Chrysler Automobiles US  
1000 Chrysler Dr.  
Auburn Hills, MI 48321

Dear Mr. Marchionne:

The Trump administration is preparing regulatory changes to dramatically weaken the fuel economy and greenhouse gas emission standards for passenger vehicles. These proposed changes would not only lead to more pollutants in the air all Americans breathe, but also threaten to throw the automobile industry into disarray by causing years of litigation and investment uncertainty. We urge you to help avoid these negative consequences for public health and your industry by declaring your support for preserving the single national program of effective fuel economy and vehicle emission standards.

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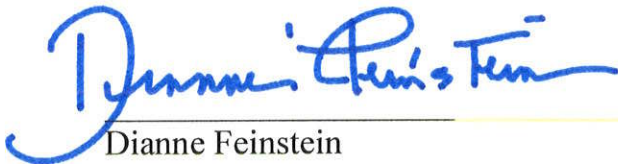
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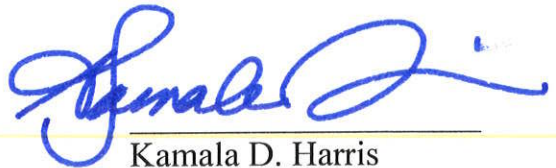
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# United States Senate

WASHINGTON, DC 20510

May 8, 2018

Mr. James P. Hackett  
President and CEO  
Ford Motor Company  
1 American Road  
Dearborn, MI 48126

Dear Mr. Hackett:

The Trump administration is preparing regulatory changes to dramatically weaken the fuel economy and greenhouse gas emission standards for passenger vehicles. These proposed changes would not only lead to more pollutants in the air all Americans breathe, but also threaten to throw the automobile industry into disarray by causing years of litigation and investment uncertainty. We urge you to help avoid these negative consequences for public health and your industry by declaring your support for preserving the single national program of effective fuel economy and vehicle emission standards.

In 2012, your company supported the national program of fuel economy and vehicle emission standards. This program was the product of extensive negotiation and collaboration between the federal government, auto manufacturers, California, and others. Two days after the 2016 election, however, the Alliance of Automobile Manufacturers wrote on your behalf to then-President-elect Trump arguing that the fuel economy and vehicle emission standards “pose a substantial challenge to the auto sector,”<sup>1</sup> and asked for regulatory changes. The administration is now preparing a regulatory proposal to unilaterally weaken the standards, and draft documents suggest they may even seek to freeze the standards at 2020 levels.<sup>2</sup>

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The only hope for maintaining the single national program of effective fuel economy and vehicle emission standards is to accept the validity of California's role in implementing vehicle emission standards and proceed with the sincere intention of maintaining consensus. We commend you for the steps you have already taken to speak out. At the end of March, you wrote that "we support increasing clean car standards through 2025 and are not asking for a rollback."<sup>4</sup> You went on to say that "working together with EPA, NHTSA and California, we can deliver on this standard." We agree.

The existing standards deliver fuel savings for your customers, provide cleaner air for all Americans to breathe, help combat the catastrophic effects of climate change, and offer investment certainty for your businesses. In light of all these facts, we ask you to urge the Trump administration to abandon its plan to unilaterally weaken these standards and instead work collaboratively with California to maintain a forward-looking set of national standards.

Sincerely,

  
Dianne Feinstein  
United States Senator  
Kamala D. Harris  
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# United States Senate

WASHINGTON, DC 20510

May 8, 2018

Mr. Toshiaki Mikoshiba  
President and CEO  
American Honda Motor Co.  
1919 Torrance Blvd.  
Torrance, CA 90501-2746

Dear Mr. Mikoshiba:

The Trump administration is preparing regulatory changes to dramatically weaken the fuel economy and greenhouse gas emission standards for passenger vehicles. These proposed changes would not only lead to more pollutants in the air all Americans breathe, but also threaten to throw the automobile industry into disarray by causing years of litigation and investment uncertainty. We urge you to help avoid these negative consequences for public health and your industry by declaring your support for preserving the single national program of effective fuel economy and vehicle emission standards.

In 2012, your company supported the national program of fuel economy and vehicle emission standards. This program was the product of extensive negotiation and collaboration between the federal government, auto manufacturers, California, and others. The administration is now preparing a regulatory proposal to unilaterally weaken the standards, and draft documents suggest they may even seek to freeze the standards at 2020 levels.<sup>1</sup>

If the Trump administration significantly departs from the 2012 agreement, it will end the single national program of fuel economy and vehicle emission standards that were supported by California, the federal government, and the auto manufacturers. In order to achieve its objective, we understand the administration may challenge California's authority to set its own tailpipe emission standards under Section 209 of the *Clean Air Act*. As you know, this would provoke years of litigation and investment uncertainty for your industry.

The *Clean Air Act* contains no provision allowing for a Section 209 waiver to be revoked, and no administration has ever attempted to revoke a Section 209 waiver in its nearly fifty-year history. Furthermore, Congress made very clear when enacting the *Ten-in-Ten Fuel Economy Act* that it was upholding, and not impeding, the independent authorities of the Environmental Protection Agency and California under the *Clean Air Act*. For these and other reasons, the State of California along with 16 other states and the District of Columbia have already filed suit challenging the administration's effort to

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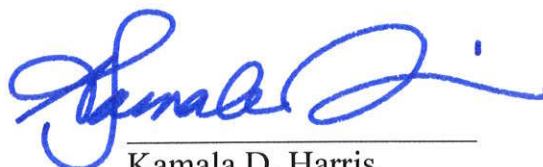
The only hope for maintaining the single national program of effective fuel economy and vehicle emission standards is to accept the validity of California's role in implementing vehicle emission standards and proceed with the sincere intention of maintaining consensus. We commend you for the steps you have already taken to speak out. At the end of April, your assistant vice president wrote in support of "maintaining the current standards that would raise the average fuel economy of the U.S. light-duty vehicle fleet to a projected 50.8 mpg by 2025...."<sup>3</sup> You went on to voice support for the existing "national program that aligns the regulations of EPA, NHTSA and California." We agree.

The existing standards deliver fuel savings for your customers, provide cleaner air for all Americans to breathe, help combat the catastrophic effects of climate change, and offer investment certainty for your businesses. In light of all these facts, we ask you to urge the Trump administration to abandon its plan to unilaterally weaken these standards and instead work collaboratively with California to maintain a forward-looking set of national standards.

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Dianne Feinstein  
United States Senator



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# United States Senate

WASHINGTON, DC 20510

May 8, 2018

Mr. James Lentz  
CEO  
Toyota Motor Sales, USA  
6565 Headquarters Drive  
Plano, TX

Dear Mr. Lentz:

The Trump administration is preparing regulatory changes to dramatically weaken the fuel economy and greenhouse gas emission standards for passenger vehicles. These proposed changes would not only lead to more pollutants in the air all Americans breathe, but also threaten to throw the automobile industry into disarray by causing years of litigation and investment uncertainty. We urge you to help avoid these negative consequences for public health and your industry by declaring your support for preserving the single national program of effective fuel economy and vehicle emission standards.

In 2012, your company supported the national program of fuel economy and vehicle emission standards. This program was the product of extensive negotiation and collaboration between the federal government, auto manufacturers, California, and others. Two days after the 2016 election, however, the Alliance of Automobile Manufacturers wrote on your behalf to then-President-elect Trump arguing that the fuel economy and vehicle emission standards “pose a substantial challenge to the auto sector,”<sup>1</sup> and asked for regulatory changes. The administration is now preparing a regulatory proposal to unilaterally weaken the standards, and draft documents suggest they may even seek to freeze the standards at 2020 levels.<sup>2</sup>

If the Trump administration significantly departs from the 2012 agreement, it will end the single national program of fuel economy and vehicle emission standards that were supported by California, the federal government, and the auto manufacturers. In order to achieve its objective, we understand the administration may challenge California’s authority to set its own tailpipe emission standards under Section 209 of the *Clean Air Act*. As you know, this would provoke years of litigation and investment uncertainty for your industry.

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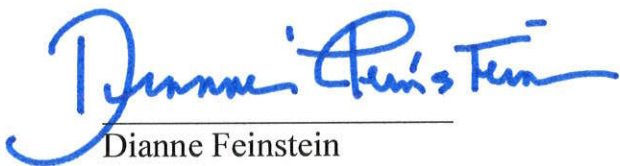
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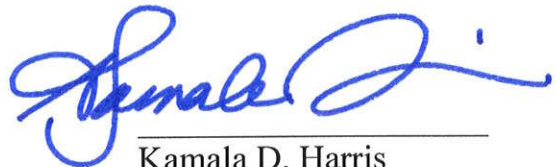
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Dianne Feinstein  
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# United States Senate

WASHINGTON, DC 20510

May 8, 2018

Mr. Anders Gustafsson  
Senior Vice President, Americas  
Volvo Car Group  
1 Volvo Dr.  
Rockleigh, NJ 07647

Dear Mr. Gustafsson:

The Trump administration is preparing regulatory changes to dramatically weaken the fuel economy and greenhouse gas emission standards for passenger vehicles. These proposed changes would not only lead to more pollutants in the air all Americans breathe, but also threaten to throw the automobile industry into disarray by causing years of litigation and investment uncertainty. We urge you to help avoid these negative consequences for public health and your industry by declaring your support for preserving the single national program of effective fuel economy and vehicle emission standards.

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# United States Senate

WASHINGTON, DC 20510

May 8, 2018

Mr. Fred Diaz  
President and CEO  
Mitsubishi Motors North America  
6400 Katella Ave  
Cypress, CA 90630

Dear Mr. Diaz:

The Trump administration is preparing regulatory changes to dramatically weaken the fuel economy and greenhouse gas emission standards for passenger vehicles. These proposed changes would not only lead to more pollutants in the air all Americans breathe, but also threaten to throw the automobile industry into disarray by causing years of litigation and investment uncertainty. We urge you to help avoid these negative consequences for public health and your industry by declaring your support for preserving the single national program of effective fuel economy and vehicle emission standards.

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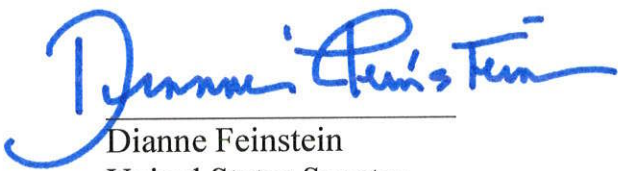
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WASHINGTON, DC 20510

May 8, 2018

Mr. Bernhard Kuhnt  
CEO  
BMW of North America  
300 Chestnut Ridge Road  
Woodcliff Lake, NJ 07677-7731

Dear Mr. Kuhnt:

The Trump administration is preparing regulatory changes to dramatically weaken the fuel economy and greenhouse gas emission standards for passenger vehicles. These proposed changes would not only lead to more pollutants in the air all Americans breathe, but also threaten to throw the automobile industry into disarray by causing years of litigation and investment uncertainty. We urge you to help avoid these negative consequences for public health and your industry by declaring your support for preserving the single national program of effective fuel economy and vehicle emission standards.

In 2012, your company supported the national program of fuel economy and vehicle emission standards. This program was the product of extensive negotiation and collaboration between the federal government, auto manufacturers, California, and others. Two days after the 2016 election, however, the Alliance of Automobile Manufacturers wrote on your behalf to then-President-elect Trump arguing that the fuel economy and vehicle emission standards “pose a substantial challenge to the auto sector,”<sup>1</sup> and asked for regulatory changes. The administration is now preparing a regulatory proposal to unilaterally weaken the standards, and draft documents suggest they may even seek to freeze the standards at 2020 levels.<sup>2</sup>

If the Trump administration significantly departs from the 2012 agreement, it will end the single national program of fuel economy and vehicle emission standards that were supported by California, the federal government, and the auto manufacturers. In order to achieve its objective, we understand the administration may challenge California’s authority to set its own tailpipe emission standards under Section 209 of the *Clean Air Act*. As you know, this would provoke years of litigation and investment uncertainty for your industry.

The *Clean Air Act* contains no provision allowing for a Section 209 waiver to be revoked, and no administration has ever attempted to revoke a Section 209 waiver in its nearly fifty-year history. Furthermore, Congress made very clear when enacting the *Ten-*

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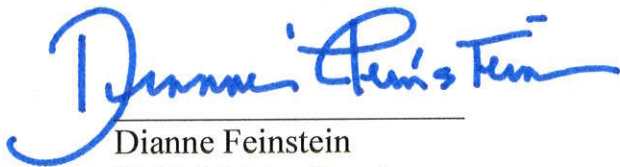
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*in-Ten Fuel Economy Act* that it was upholding, and not impeding, the independent authorities of the Environmental Protection Agency and California under the *Clean Air Act*. For these and other reasons, the State of California along with 16 other states and the District of Columbia have already filed suit challenging the administration's effort to roll back the existing emission standards, and would likely expand their legal efforts should the administration seek to impair their rights under Section 209.<sup>3</sup>

The only hope for maintaining the single national program of effective fuel economy and vehicle emission standards is to accept the validity of California's role in implementing vehicle emission standards and proceed with the sincere intention of maintaining consensus. Some of your colleagues have already spoken out. Ford Motor Company's executive chairman and CEO wrote recently that "we support increasing clean car standards through 2025 and are not asking for a rollback."<sup>4</sup> Honda's assistant vice president wrote last month in support of "maintaining the current standards that would raise the average fuel economy of the U.S. light-duty vehicle fleet to a projected 50.8 mpg by 2025...."<sup>5</sup> Both companies spoke about the need to maintain one national program in collaboration with California. We commend them.

The existing standards deliver fuel savings for your customers, provide cleaner air for all Americans to breathe, help combat the catastrophic effects of climate change, and offer investment certainty for your businesses. In light of all these facts, we ask you to urge the Trump administration to abandon its plan to unilaterally weaken these standards and instead work collaboratively with California to maintain a forward-looking set of national standards.

Sincerely,



Dianne Feinstein  
United States Senator



Kamala D. Harris  
United States Senator

<sup>3</sup> [https://oag.ca.gov/system/files/attachments/press\\_releases/2018-05-01%20Petition%20Revised%20MTE.pdf](https://oag.ca.gov/system/files/attachments/press_releases/2018-05-01%20Petition%20Revised%20MTE.pdf)

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<sup>5</sup> <http://news.honda.com/newsandviews/article.aspx?id=10275-en>



# United States Senate

WASHINGTON, DC 20510

May 8, 2018

Mr. Thomas J. Doll  
President and COO  
Subaru of America  
2235 Route 70 West  
Cherry Hill, New Jersey 08002

Dear Mr. Doll:

The Trump administration is preparing regulatory changes to dramatically weaken the fuel economy and greenhouse gas emission standards for passenger vehicles. These proposed changes would not only lead to more pollutants in the air all Americans breathe, but also threaten to throw the automobile industry into disarray by causing years of litigation and investment uncertainty. We urge you to help avoid these negative consequences for public health and your industry by declaring your support for preserving the single national program of effective fuel economy and vehicle emission standards.

In 2012, the auto industry supported the national program of fuel economy and vehicle emission standards. This program was the product of extensive negotiation and collaboration between the federal government, auto manufacturers, California, and others. The administration is now preparing a regulatory proposal to unilaterally weaken the standards, and draft documents suggest they may even seek to freeze the standards at 2020 levels.<sup>1</sup>

If the Trump administration significantly departs from the 2012 agreement, it will end the single national program of fuel economy and vehicle emission standards that were supported by California, the federal government, and the auto manufacturers. In order to achieve its objective, we understand the administration may challenge California's authority to set its own tailpipe emission standards under Section 209 of the *Clean Air Act*. As you know, this would provoke years of litigation and investment uncertainty for your industry.

The *Clean Air Act* contains no provision allowing for a Section 209 waiver to be revoked, and no administration has ever attempted to revoke a Section 209 waiver in its nearly fifty-year history. Furthermore, Congress made very clear when enacting the *Ten-in-Ten Fuel Economy Act* that it was upholding, and not impeding, the independent authorities of the Environmental Protection Agency and California under the *Clean Air Act*. For these and other reasons, the State of California along with 16 other states and the District of Columbia have already filed suit challenging the administration's effort to

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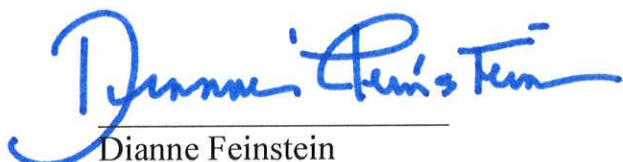
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The only hope for maintaining the single national program of effective fuel economy and vehicle emission standards is to accept the validity of California's role in implementing vehicle emission standards and proceed with the sincere intention of maintaining consensus. Some of your colleagues have already spoken out. Ford Motor Company's executive chairman and CEO wrote recently that "we support increasing clean car standards through 2025 and are not asking for a rollback."<sup>3</sup> Honda's assistant vice president wrote last month in support of "maintaining the current standards that would raise the average fuel economy of the U.S. light-duty vehicle fleet to a projected 50.8 mpg by 2025...."<sup>4</sup> Both companies spoke about the need to maintain one national program in collaboration with California. We commend them.

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Sincerely,



Dianne Feinstein  
United States Senator



Kamala D. Harris  
United States Senator

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<sup>4</sup> <http://news.honda.com/newsandviews/article.aspx?id=10275-en>



# United States Senate

WASHINGTON, DC 20510

May 8, 2018

Mr. Hinrich J. Woebcken  
President and CEO  
Volkswagen Group of America  
2200 Ferdinand Porsche Drive  
Herndon, Virginia 20171

Dear Mr. Woebcken:

The Trump administration is preparing regulatory changes to dramatically weaken the fuel economy and greenhouse gas emission standards for passenger vehicles. These proposed changes would not only lead to more pollutants in the air all Americans breathe, but also threaten to throw the automobile industry into disarray by causing years of litigation and investment uncertainty. We urge you to help avoid these negative consequences for public health and your industry by declaring your support for preserving the single national program of effective fuel economy and vehicle emission standards.

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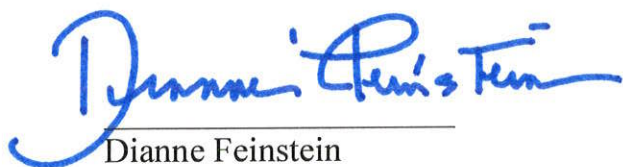
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United States Senator



Kamala D. Harris  
United States Senator

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# United States Senate

WASHINGTON, DC 20510

May 8, 2018

Mr. Dietmar Exler  
President and CEO  
Mercedes-Benz USA  
1 Mercedes-Benz Dr.  
Sandy Springs, GA 30328

Dear Mr. Exler:

The Trump administration is preparing regulatory changes to dramatically weaken the fuel economy and greenhouse gas emission standards for passenger vehicles. These proposed changes would not only lead to more pollutants in the air all Americans breathe, but also threaten to throw the automobile industry into disarray by causing years of litigation and investment uncertainty. We urge you to help avoid these negative consequences for public health and your industry by declaring your support for preserving the single national program of effective fuel economy and vehicle emission standards.

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The only hope for maintaining the single national program of effective fuel economy and vehicle emission standards is to accept the validity of California's role in implementing vehicle emission standards and proceed with the sincere intention of maintaining consensus. Some of your colleagues have already spoken out. Ford Motor Company's executive chairman and CEO wrote recently that "we support increasing clean car standards through 2025 and are not asking for a rollback."<sup>4</sup> Honda's assistant vice president wrote last month in support of "maintaining the current standards that would raise the average fuel economy of the U.S. light-duty vehicle fleet to a projected 50.8 mpg by 2025...."<sup>5</sup> Both companies spoke about the need to maintain one national program in collaboration with California. We commend them.

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Dianne Feinstein  
United States Senator



Kamala D. Harris  
United States Senator

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# United States Senate

WASHINGTON, DC 20510

May 8, 2018

Mr. Masahiro Moro  
President and CEO  
Mazda North American Operations  
7755 Irvine Center Drive  
Irvine, CA 92618

Dear Mr. Moro:

The Trump administration is preparing regulatory changes to dramatically weaken the fuel economy and greenhouse gas emission standards for passenger vehicles. These proposed changes would not only lead to more pollutants in the air all Americans breathe, but also threaten to throw the automobile industry into disarray by causing years of litigation and investment uncertainty. We urge you to help avoid these negative consequences for public health and your industry by declaring your support for preserving the single national program of effective fuel economy and vehicle emission standards.

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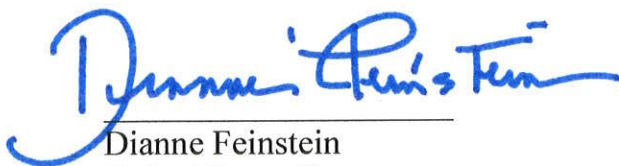
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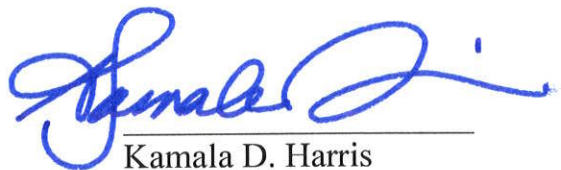
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Sincerely,



Dianne Feinstein  
United States Senator



Kamala D. Harris  
United States Senator

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# United States Senate

WASHINGTON, DC 20510

May 8, 2018

Dr. Ralf Speth  
CEO  
Jaguar Land Rover North America  
555 MacArthur Blvd.  
Mahwah, NJ 07430

Dear Dr. Speth:

The Trump administration is preparing regulatory changes to dramatically weaken the fuel economy and greenhouse gas emission standards for passenger vehicles. These proposed changes would not only lead to more pollutants in the air all Americans breathe, but also threaten to throw the automobile industry into disarray by causing years of litigation and investment uncertainty. We urge you to help avoid these negative consequences for public health and your industry by declaring your support for preserving the single national program of effective fuel economy and vehicle emission standards.

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Sincerely,

  
Dianne Feinstein  
United States Senator  
Kamala D. Harris  
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# United States Senate

WASHINGTON, DC 20510

May 8, 2018

Mr. Denis Le Vot  
Chairman and Senior Vice President  
Nissan North America  
One Nissan Way  
Franklin, TN 37067

Dear Mr. Le Vot:

The Trump administration is preparing regulatory changes to dramatically weaken the fuel economy and greenhouse gas emission standards for passenger vehicles. These proposed changes would not only lead to more pollutants in the air all Americans breathe, but also threaten to throw the automobile industry into disarray by causing years of litigation and investment uncertainty. We urge you to help avoid these negative consequences for public health and your industry by declaring your support for preserving the single national program of effective fuel economy and vehicle emission standards.

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Sincerely,



Dianne Feinstein  
United States Senator



Kamala D. Harris  
United States Senator

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# United States Senate

WASHINGTON, DC 20510

May 8, 2018

Mr. Kyung Soo Lee  
President and CEO  
Hyundai Motor America  
10550 Talbert Avenue  
Fountain Valley, CA 92708

Dear Mr. Lee:

The Trump administration is preparing regulatory changes to dramatically weaken the fuel economy and greenhouse gas emission standards for passenger vehicles. These proposed changes would not only lead to more pollutants in the air all Americans breathe, but also threaten to throw the automobile industry into disarray by causing years of litigation and investment uncertainty. We urge you to help avoid these negative consequences for public health and your industry by declaring your support for preserving the single national program of effective fuel economy and vehicle emission standards.

In 2012, your company supported the national program of fuel economy and vehicle emission standards. This program was the product of extensive negotiation and collaboration between the federal government, auto manufacturers, California, and others. The administration is now preparing a regulatory proposal to unilaterally weaken the standards, and draft documents suggest they may even seek to freeze the standards at 2020 levels.<sup>1</sup>

If the Trump administration significantly departs from the 2012 agreement, it will end the single national program of fuel economy and vehicle emission standards that were supported by California, the federal government, and the auto manufacturers. In order to achieve its objective, we understand the administration may challenge California's authority to set its own tailpipe emission standards under Section 209 of the *Clean Air Act*. As you know, this would provoke years of litigation and investment uncertainty for your industry.

The *Clean Air Act* contains no provision allowing for a Section 209 waiver to be revoked, and no administration has ever attempted to revoke a Section 209 waiver in its nearly fifty-year history. Furthermore, Congress made very clear when enacting the *Ten-in-Ten Fuel Economy Act* that it was upholding, and not impeding, the independent authorities of the Environmental Protection Agency and California under the *Clean Air Act*. For these and other reasons, the State of California along with 16 other states and the District of Columbia have already filed suit challenging the administration's effort to

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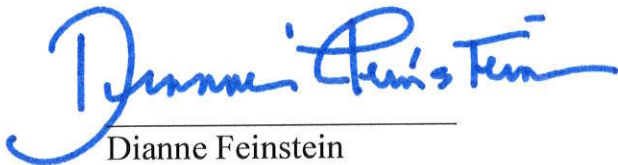
<sup>1</sup> <http://www.latimes.com/politics/la-na-pol-mileage-20180427-story.html>

roll back the existing emission standards, and would likely expand their legal efforts should the administration seek to impair their rights under Section 209.<sup>2</sup>

The only hope for maintaining the single national program of effective fuel economy and vehicle emission standards is to accept the validity of California's role in implementing vehicle emission standards and proceed with the sincere intention of maintaining consensus. Some of your colleagues have already spoken out. Ford Motor Company's executive chairman and CEO wrote recently that "we support increasing clean car standards through 2025 and are not asking for a rollback."<sup>3</sup> Honda's assistant vice president wrote last month in support of "maintaining the current standards that would raise the average fuel economy of the U.S. light-duty vehicle fleet to a projected 50.8 mpg by 2025...."<sup>4</sup> Both companies spoke about the need to maintain one national program in collaboration with California. We commend them.

The existing standards deliver fuel savings for your customers, provide cleaner air for all Americans to breathe, help combat the catastrophic effects of climate change, and offer investment certainty for your businesses. In light of all these facts, we ask you to urge the Trump administration to abandon its plan to unilaterally weaken these standards and instead work collaboratively with California to maintain a forward-looking set of national standards.

Sincerely,



Dianne Feinstein  
United States Senator



Kamala D. Harris  
United States Senator

<sup>2</sup> [https://oag.ca.gov/system/files/attachments/press\\_releases/2018-05-01%20Petition%20Revised%20MTE.pdf](https://oag.ca.gov/system/files/attachments/press_releases/2018-05-01%20Petition%20Revised%20MTE.pdf)

<sup>3</sup> [https://social.ford.com/en\\_US/story/ford-community/move-freely/a-measure-of-progress.html](https://social.ford.com/en_US/story/ford-community/move-freely/a-measure-of-progress.html)

<sup>4</sup> <http://news.honda.com/newsandviews/article.aspx?id=10275-en>



# United States Senate

WASHINGTON, DC 20510

May 8, 2018

Mr. SeungKyu (Sean) Yoon  
President and CEO  
Kia Motors America  
111 Peters Canyon Rd.  
Irvine, CA 92606

Dear Mr. Yoon:

The Trump administration is preparing regulatory changes to dramatically weaken the fuel economy and greenhouse gas emission standards for passenger vehicles. These proposed changes would not only lead to more pollutants in the air all Americans breathe, but also threaten to throw the automobile industry into disarray by causing years of litigation and investment uncertainty. We urge you to help avoid these negative consequences for public health and your industry by declaring your support for preserving the single national program of effective fuel economy and vehicle emission standards.

In 2012, your company supported the national program of fuel economy and vehicle emission standards. This program was the product of extensive negotiation and collaboration between the federal government, auto manufacturers, California, and others. The administration is now preparing a regulatory proposal to unilaterally weaken the standards, and draft documents suggest they may even seek to freeze the standards at 2020 levels.<sup>1</sup>

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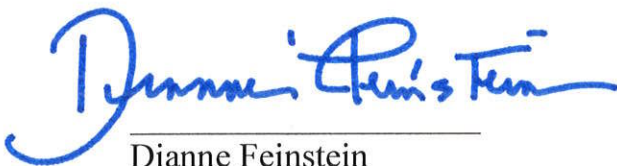
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Sincerely,



Dianne Feinstein  
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<sup>3</sup> [https://social.ford.com/en\\_US/story/ford-community/move-freely/a-measure-of-progress.html](https://social.ford.com/en_US/story/ford-community/move-freely/a-measure-of-progress.html)

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